

EXHIBIT 24

From:
To:
CC:

Date: 6/30/2009 12:31:00 PM

Subject: ANS: HPP measures/ USE

Attachments: [Statusbericht CP4 - Juni 2009.msg](#)

Hello [REDACTED]

I don't think you're reading my mails any more!

Please look at the failure curves specifically, then you'll see that we only have a problem in certain markets!

In [REDACTED] the former problem market number 1, no longer at all.

Depending on how poor the fuel currently on the market is.

Although I admit that I'd prefer to have a more robust pump; I'm working on that together with [REDACTED]

Summary: New observations from July 2009 for vehicle (June at Bosch; last product measure at Bosch Wk21 in May - C2 layer on roller).

>With best wishes

>

>

>From: [REDACTED]

>Sent: Tuesday, June 30, 2009 11:15 AM

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>Subject: HPP measures/USE

>

>Hello [REDACTED]

>Do you have a detailed list of the last optimization measures implemented for the CP4.2 high-pressure fuel pump?

>

>We would like to close our KPM item 4914966 at some point. Please forward the use to Győr so they can determine the chassis number.

>

>We will then continue monitoring the measure changes in the field.

>

>Thanks very much.

>

>Best regards,

>

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>AUDI AG

Non-responsive content removed

>Sitz/Domicile: Ingolstadt

>Registergericht/Court of Registry: Local District Court Ingolstadt

>HRB Nr./Commercial Register No.: 1

>Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Martin Winterkorn

>Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael Dick, Frank Dreves, Peter Schwarzenbauer, Axel Strotbek, Werner Widuckel

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From: Non-responsive content removed

To:

CC:

Date: 5/26/2010 4:00:35 PM

Subject: RE: Particle analyses, fuel filter

Hello [REDACTED]

Neither: we want to have the fluid in a specific viscosity range.

When viscosity is too low, the lubricating film is not established properly and mixed friction and surface contact occurs = bad.

When viscosity is too high, it worsens the intake of the fluid into the contact bearing gap (the edge layer thickness is

proportional to the root of the kinematic viscosity) and this once again results in insufficient establishment of the lubricating film = bad again.

So I don't need to take back anything ... :-)))

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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Registered Office: Stuttgart, Court of Registry: Local District Court Stuttgart, Commercial Register No. 14000;
Chairman of the Supervisory Board: Hermann Scholl; Managing Directors: Franz Fehrenbach, Siegfried Dais;
Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks,
Peter Tyroller; Uwe Raschke

From: Non-responsive content removed

Sent: Wednesday, May 26, 2010 4:51 PM

To: Non-responsive content removed

Cc:

Subject: ANS: Particle analyses, fuel filter

... but I thought we didn't want any "thin" media like kerosene or winter diesel in the summer, but instead thick media?

Or is thick now bad for the pump, too?

Or do you want to take back your argument?

Best regards

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To: [Redacted]
Cc: [Redacted]
Subject: RE: Particle analyses, fuel filter

Hello [Redacted]
As far as I know, glycerin has a higher viscosity than diesel.

Best regards / mit freundlichen Grüßen

[Redacted]
Non-responsive content removed

Robert Bosch GmbH

[Redacted]
Non-responsive content removed

Registered Office: Stuttgart, Registration Court: Local District Court Stuttgart, Commercial Register No. 14000;

Chairman of the Supervisory Board: Hermann Scholl; Managing Directors: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Peter Tyroller; Uwe Raschke

From: Nilp, Roland (I/GQ-221) [mailto:Roland.Nilp@AUDI.DE]
Sent: Wednesday, May 26, 2010 3:57 PM
To: Schorr Dietmar (DS-PC/EHP5)
Cc: Dorsch, Wolfgang (N/EA-6); Duerr, Simon, Dr. (N/GQ-553); Ferrari Aggradi, Giovanni
Subject: ANS: Particle analyses, fuel filter

... does glycerin have high or low viscosity?
Best regards

[Redacted]
Non-responsive content removed

[Redacted]
Non-responsive content removed

[Redacted]
Subject: RE: Particle analyses, fuel filter

[Redacted]
Non-responsive content removed
Hello [Redacted]
Sodium soaps result in deposit formation and glycerin has a high viscosity, which is not conducive to establishing the lubricating film in the roller support. Glycerin is created during biodiesel manufacturing; the fact that it is found in the fuel is a sign for insufficient cleansing of the biodiesel. That only confirms what we already knew from the analysis results of the fuel samples.

Best regards / mit freundlichen Grüßen

[Redacted]
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Robert Bosch GmbH

EA Non-responsive content removed

Registered Office: Stuttgart, Registration Court: Local District Court Stuttgart, Commercial Register No. 14000;

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From: Non-responsive content removed

Sent: Wednesday, May 26, 2010 11:55 AM

To: Non-responsive content removed

Subject: ANS: Particle analyses, fuel filter

... what conclusion do we draw from that?!

Best regards

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Sent: Wednesday, May 26, 2010 11:45 AM

Non-responsive content removed

Subject: RE: Particle analyses, fuel filter

Hello Mr. Non-responsive content removed

Please find attached the requested analysis results from the fuel filters.

Best regards / mit freundlichen Grüßen

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Robert Bosch GmbH

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Chairman of the Supervisory Board: Hermann Scholl; Managing Directors: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Rudolf Colm, Volkmar Denner, Gerhard Kümmel, Wolfgang Malchow, Peter Marks, Peter Tyroller; Uwe Raschke

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Sent: Friday, May 21, 2010 2:58 PM

From: Non-responsive content removed
To:
CC:

Date: 09.15.2011 08:56:46 AM

Subject: Request 20110912056

Attachments: [080211 Status CP4.1 Bosch.pdf](#)

Hello

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Please find enclosed the argumentation aid for our change request in form of exemplary documents on failures of high-pressure diesel pump Bosch CP4.1.

I think the failures are well known.

It is also important to know that not only the high-pressure fuel pump, but the entire injection system is to be replaced in case of damage to a HPP with a cost > [REDACTED] caused by chip contamination.

Best regards,

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Volkswagen AG

Non-responsive content removed

VOLKSWAGEN AG

Sitz/Domicile: Wolfsburg

Registergericht/Court of Registry: Local District Court Braunschweig

HRB Nr./ Commercial Register No.: 100484

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